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CENTRAL INTELLIGENCE AGENCY

WASHINGTON 25, D. C.

OFFICE OF THE DIRECTOR

Honorable Percival F. Brundage
Director, Bureau of the Budget
Washington 25, D. C.

Dear Mr. Brundage:

Title IV of the Military Construction Act of 1955 (69 Stat. 324) provides:

"The Director of Central Intelligence is authorized to provide for a headquarters installation for the Central Intelligence Agency, in the District of Columbia or elsewhere, by the acquisition of land at a cost of not to exceed \$1,000,000, and construction of buildings, facilities, appurtenances, utilities, and access roads at a cost of not to exceed \$54,500,000, of which not more than \$8,500,000 shall be available for transfer to the National Capital Planning Commission and the Department of the Interior for acquisition of land for and construction to extend the George Washington Memorial Parkway to the present site of the research station of the Bureau of Public Roads at Langley, Fairfax County, Virginia: Provided, That at such time as it is determined that construction of such headquarters installation at said research station will not be commenced or continued, said amount of \$8,500,000, or the remainder thereof, shall no longer be available for obligation: Provided further, That at such time as the Central Intelligence Agency occupies the headquarters installation authorized by this title, the Administrator of General Services is authorized and directed to accomplish the demolition and removal of temporary Government building space in the District of Columbia of equivalent occupancy to that relinquished by the Central Intelligence Agency."

Chapter III of the Supplemental Appropriation Act, 1956 (69 Stat. 450) provides:

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"For the preparation of detail plans and specifications of a Central Intelligence Agency headquarters installation and for other purposes as authorized by title IV of the Act of July 15, 1955 (Public Law 161), to remain available until expended, \$5,500,000."

Of the \$5,500,000 appropriated, it was the understanding of the Congress, as communicated to me, that \$3,000,000 of this sum was for the preparation of detailed plans and specifications of the headquarters installation and \$2,500,000 for transfer to the National Park Service for construction of the Parkway. At the time this appropriation was considered the Congress expressed a wish that the Agency restudy carefully the site location of such a building. To meet this request the Agency retained the firm of Clarke and Rapuano, who have an outstanding reputation in this field, to survey all the available sites and recommend the one best suited for the Agency's purpose. Their study resulted in a strong recommendation of the property presently occupied by the Bureau of Public Roads at Langley, Virginia. The Agency approved this recommendation and as required by law proposed it for consideration by the National Capital Planning Commission.

The National Capital Regional Planning Council and the National Capital Planning Commission approved this recommendation on 5 December 1955, and 3 February, 1956, respectively. Accordingly, the Agency is proceeding in coordination with the General Services Administration to take all steps necessary to construct a building at the Langley site as rapidly as possible. In coordination with the Public Buildings Service, an architect-engineer contract has been negotiated with the firm of Harrison & Abramovitz. The architects have prepared schematic and diagrammatic drawings of the proposed headquarters installation together with supporting architectural and engineering information and cost estimates, and the Public Buildings Service has prepared the cost analysis of the proposed installation.

We cannot proceed much further, however, unless additional funds are available for obligation. Even while the architect is completing detailed plans, we can proceed with necessary preliminary activity - if the funds are available. This will be a construction project of considerable magnitude. Provisions must be made for adequate access to the site; for parking facilities for the several thousand construction workers who will be involved; for preparation of the site to allow the construction of foundations and to provide stockpile areas for construction materials. Additional right-of-way must be acquired for the extension of the George Washington Memorial Parkway, and its extension must be commenced so that it will provide access to the site during construction. A failure to proceed with these necessary activities could delay the eventual occupancy date of the building for as much as

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CENTRAL INTELLIGENCE AGENCY

Construction, Central Intelligence Agency

For an additional amount necessary for the preparation of detailed plans and specifications
and for preliminary site preparation of a Central Intelligence Agency headquarters installation
and for other purposes authorized in title IV of the Act of July 15, 1955 (69 Stat 324) to
remain available until expended, \$4,000,000.

3 May 1956

Standard Form 3a
(Approved by
President
June 15, 1923
Revised October 28,
1947)

• Appropriation title: **Construction, Central Intelligence Agency**
(C. 130 C. & I. c. flush)

BUDGET AUTHORIZATIONS, EXPENDITURES AND BALANCES

	19 55 actual	19 56 estimate	19 57 estimate
<u>Budget Authorizations Available</u>			
Appropriation .....	.....	\$5,500,000	\$4,000,000
Balance brought forward:			
Unobligated .....	.....	.....	3,692,000
Obligated .....	.....	.....	1,634,000
Total budget authorizations available .....	.....	5,500,000	9,326,000
<u>Expenditures and Balances</u>			
Expenditures--			
Out of current authorizations .....	.....	174,000	1,411,700
Out of prior authorizations .....	.....	.....	5,326,000
Total expenditures .....	.....	174,000	6,737,700
Balance carried forward:			
Unobligated .....	.....	3,692,000	243,300
Obligated .....	.....	1,634,000	2,345,000
Total expenditures and balances	5,500,000	9,326,000
3 May 1956			
	(Mono cast: 21.4)	(Mono cast: 7.9)	(Mono cast: 7)

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6 point,
22 picas

Use in prep:
schedules of obligations accompanying estimates for
lump-sum appropriations

Appropriation title: **Construction, Central Intelligence Agency**
(C. 130 C. & I. e. flush)

PROGRAM AND FINANCING

	19 55 actual	19 56 estimate	19 57 estimate
Program by activities:			
1. Construction of building:			
(a) Plans and specifications	\$1,785,000	\$ 215,000
(b) Construction	23,000	2,485,000
2. Extension of postway	4,748,700
Total obligations	1,808,000	7,448,700
Financing:			
Unobligated balance carried forward	+ 3,692,000	+ 243,300
Unobligated balance brought forward	- 3,692,000
Appropriation	5,500,000	4,000,000

3 May 1956

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(Mono cast: 7)

Standard Form 3a
(Approved by
President
June 15, 1923
Revised October 23,
1947)

Appropriation title: ~~COMMERCIAL, GENERAL INTELLIGENCE Agency~~
(C. 130 C. & I. c. flush)

OBLIGATIONS BY OBJECT

Object Classification	19 55 actual	19 56 estimate	19 57 estimate
10 Lands and Structures	\$ 6,000	.....
Total obligations	8,000	.....
ALLOCATION TO GENERAL SERVICES ADMINISTRATION			
02 Travel	300	\$ 4,000
06 Printing and reproduction	10,000
07 Other contractual services	1,784,500	201,000
10 Lands and structures	15,000	2,485,000
Total, General Services Administration	1,800,000	2,700,000
ALLOCATION TO DEPARTMENT OF THE INTERIOR			
01 Total personal services	247,700
06 Printing and reproduction	38,100
07 Other contractual services	47,500
08 Supplies and materials	7,600
10 Lands and structures	4,407,800
Total, Department of the Interior	4,748,700
Total obligations	1,808,000	7,448,700
3 May 1936			

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JUSTIFICATION FOR SUPPLEMENTAL APPROPRIATION FOR CIA BUILDING

The urgency that funds be immediately available for obligation cannot be over emphasized. The Congress has authorized \$54,500,000, of which \$3,500,000 is for the construction of the George Washington Memorial Parkway and \$46,000,000 is for the construction of the CIA headquarters building and site development. From this authorization Congress has appropriated \$5,500,000 for preliminary plans and specifications and roads. \$2,000,000 of this appropriation is being transferred to the Public Buildings Service for planning costs and architect fees, leaving an unobligated balance of \$3,500,000. The National Park Service is prepared to proceed with the grading and preliminary construction work for the George Washington Memorial Parkway during the last quarter of fiscal year 1956 if the funds could be made available to them preparatory to the solicitation of bids. The National Park Service has stated that it will require a total of \$5,000,000 before January 1, 1957, and \$7,000,000 before the end of fiscal year 1957. (A schedule is attached showing obligations of the \$5,000,000). It is extremely urgent therefore that an additional \$1,500,000 be appropriated during this session of the Congress in order that the total of \$5,000,000 can be available to the National Park Service for their maximum construction accomplishment between now and January 1, 1957.

In addition, it will be necessary that there be at least preliminary grading and access roads on the site in order that construction supplies and equipment can be transported into the property at the beginning of the construction, which it is hoped may begin early in calendar year 1957. It will also be necessary that there be access roads through the site in order that the National Park Service can begin preliminary work from the Langley end of the George Washington Memorial Parkway. An appropriation of \$2,500,000 will be required to accomplish this work prior to beginning the construction.

It is therefore requested that the Congress appropriate \$4,000,000 (\$2,500,000 site development and \$1,500,000 additional for the Memorial Parkway) from the \$54,500,000 authorized, which will constitute a total of \$9,500,000 appropriated, including the \$5,500,000 appropriated in 1955, leaving a balance of \$45,000,000 authorized but not yet appropriated.

George Washington Memorial Parkway

Estimated Cost Spout Run to Langley, Virginia
Section 1-D

<u>Grading</u> (2-40 ft. roadways)		<u>Total</u>
Spout Run to Chain Bridge (2.7 mi.)	\$1,230,500 - July 1, '56	
Chain Bridge to Langley (3.3 mi.)	<u>1,528,000 - June 1, '57</u>	
Total Grading		\$2,758,500

Structures

Spout Run Bridge - High Level	402,300 - Oct. 1, '56	
Spout Run Bridge - Low Level	86,300 - Oct. 1, '56	
Windy Run Bridge	546,000 - Jul. 1, '56	
Donaldson Run Bridge	574,700 - " " "	
Gulf Branch Bridge	517,200 - " " "	
Glebe Road Overpass	459,800 - Jan. 1, '57	
Pissitt Run Bridge	510,400 - " " "	
Virginia Rte. 123 Underpass	459,800 - Mar. 1, '57	
Langley Grade Separation	<u>363,200 - " " "</u>	
Total Structures		3,919,700

Paving (2-24 ft. reinf. concrete roadways)

Spout Run to Chain Bridge (2.7 mi.)	594,800 - Oct. 1, '57	
Chain Bridge to Langley (3.3)	<u>727,000 - Sep. 1, '58</u>	
Total Paving		<u>1,321,800</u>

Total Construction	\$8,000,000
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Land Acquisition and Miscellaneous

500,000

Total	<u>8,500,000</u>
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Of the \$8,500,000 total, \$7,000,000 should be available for obligation and expenditure during period July 1, 1956 to June 30, 1957 and after; balance of \$1,500,000 should be available for obligation and expenditure July 1, 1957 and after.

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